

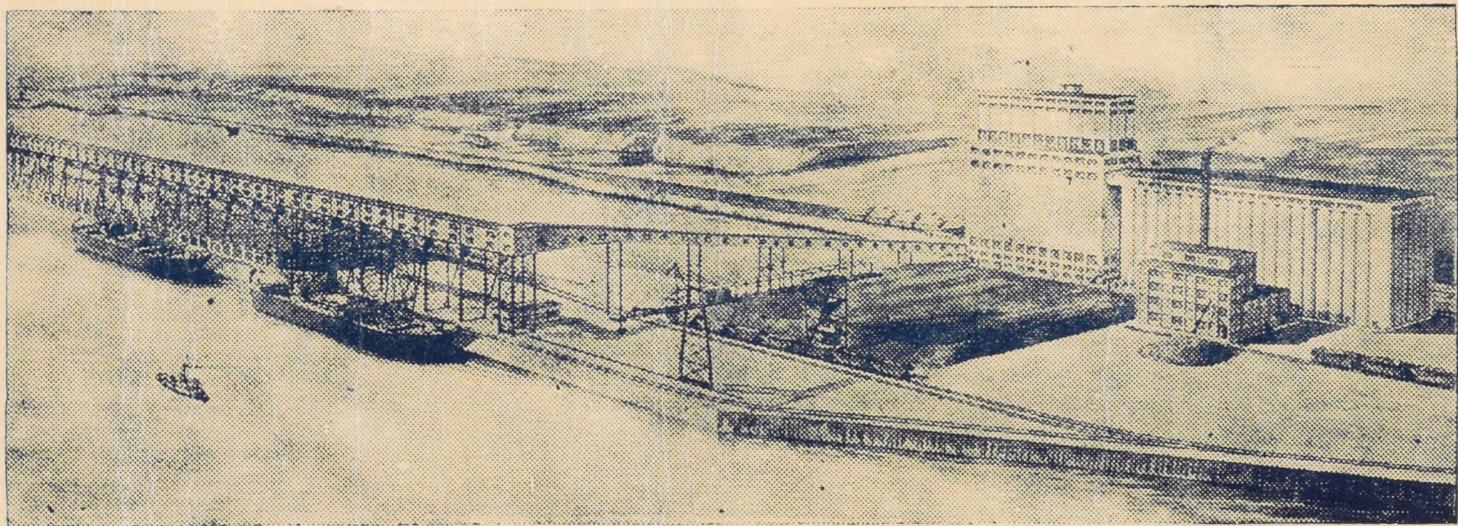
# *"On-to-the-Bay" Association of Canada*

## **ANNUAL MEETING**

**BESSBOROUGH HOTEL, SASKATOON**

**December 7th, 1940**

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**VIEW OF PIER AND ELEVATOR — PORT CHURCHILL**

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**"On-to-the-Bay—the Churchill Way"**



MINUTES OF ANNUAL MEETING

"ON-TO-THE-BAY" ASSOCIATION OF CANADA

The Annual Meeting of the "On-to-the-Bay" Association of Canada was held in the Bessborough Hotel on Saturday, December 7th, 1940, among those present being Messrs:

<u>Regina</u>	<u>Wilkie</u>	J. W. Estey, K. C.
C. K. Murchison	J. L. Phelps, M. L. A.	S. E. Bushe
W. Roy Bell	Ove Hansen	John Evans
T. Johnston		J. W. G. MacEwan
G. Finlayson	<u>Cory Municipality</u>	P. G. Makaroff, K.C.
Hon. A. T. Procter, K. C.	F. A. Harvey	R. A. Gyles
G. A. Hurst	P. Holland	Hon. J. R. Wilson
C. C. Cook		R. M. Pinder, M.L.A.
<u>Melfort</u>	<u>Sutherland</u>	W. T. White
H. S. Potter	L. R. Mitchener	A. Murray Duncan
<u>North Battleford</u>	<u>Dundurn</u>	N. F. Scott
Frank Wright	W. J. Wilson	S. N. MacEachern
<u>Rosthern</u>	<u>The Pas</u>	G. R. Bickerton
W. A. Tucker, K. C., M. P.	J. A. Campbell	R. Bowman
<u>Prince Albert</u>	<u>Saskatoon</u>	Manley Champlin
A. J. Hansen	J. M. Stevenson, K. C.	Wm. Stapleton
H. J. Fraser, M. L. A.	S. W. Johns	W. L. McQuarrie
	J. B. Millar	W. B. Hartie
		C. M. Graham
		C. W. King

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The meeting was called to order by the President, Mr. J. M. Stevenson, K. C., at 10. a.m.

Owing to the death of Mr. Archie Wilson, the Commissioner of the Saskatoon Board of Trade and Secretary of the "On-to-the-Bay" Association, Mr. S. W. Johns, Vice-President of the Board of Trade acted as Secretary.

Alderman S. E. Bushe, Deputy Mayor, extended the Official welcome of the City on behalf of His Worship, Mayor Carl Niderost, K. C. He was followed by Mr. J. B. Millar, President of the Saskatoon Board of Trade, who extended the official welcome of the Board to the delegates and visitors. Mr. Millar stated that the Board was tendering a dinner in the evening, and invited all attending the convention to be guests of the Board.

The Acting Secretary, Mr. S. W. Johns, then read the minutes of the last Annual meeting, and on motion of Messrs. C. K. Murchison and A. J. Hansen, they were carried unanimously. The copy of notice sent to members calling the meeting was then read by the Secretary.

The Treasurer, Mr. C. C. Cook, gave the following Financial Report:

<u>Receipts</u>		<u>Expenditures</u>	
Cash on hand Nov. 30, 1939,	\$ 99.82	Greenaway Lunch,	\$ 2.55
Interest,	.09	Exchange,	.25
Melfort,	10.00	Circulars,	11.25
Refund C. P. R. Account,	.75	Letterheads,	16.36
Interest,	.41	Florist,	2.04
		Telegraphs,	.75
		Postage,	6.36
		Cash in Bank,	71.51
	<u>\$111.07</u>		<u>\$111.07</u>

On motion of Messrs. S. W. Johns and J. L. Phelps, the Report was adopted. At this point the President stated it would be necessary to have a motion passed, transferring the account of the "On-to-the-Bay" Association from Regina to Saskatoon, the Office of the President, and on motion of Messrs. John Evans and C. C. Cook, this was approved.

The President, on motion of Messrs. Frank Wright and G. A. Hurst, was requested to appoint a Nominating Committee. Carried. The President then nominated the following: Messrs. R. V. Real, Chairman, C. C. Cook, A. J. Hansen, Frank Wright and J. A. Campbell.

Resolutions re Constitution

Moved by A. J. Hansen, seconded by Professor J. W. G. MacEwan:

"That the action of the President in having taken a vote by mail, as set forth in the copy of circular dated March 1st, 1940, and the action of the President in having on April 8th, 1940, declared a favorable vote thereon, and in having sanctioned the setting up of various Branches of the Association thereunder, be, and the same is, hereby ratified and approved - and the Constitution of the Association is declared to have been amended, effective April 8th, 1940, as contemplated in Paragraphs (a) to (h) inclusive of said circular."

-- Carried --

Moved by H. S. Potter, seconded by Chas. Cook:

"That the Constitution of the Association be now further amended by rescinding Paragraph (b) of said circular as so approved and by substituting therefor as part of the Constitution the following:

(b) "Further Branches of the Association may be set up, with the written approval of the President, in any geographical area, be it city, town, village or rural municipality - or any combination of such areas. Such subsidiary groups shall be individually known as "The \_\_\_\_\_ Branch of the "On-to-the-Bay" Association of Canada", using the appropriate name of the area in question. The President shall not approve of the setting up of a second Branch in any area already covered by a functioning Branch."

-- Carried --

Moved by J. L. Phelps, M. L. A., seconded by R. V. Real:

"That with the concurrence of the President, the Secretary and one Vice-President, the President may at any time direct the taking of a vote by mail of the Councillors and acting Officers (herein called the Executive), giving reasonable time for replies - and any proposal on which a favorable vote of seventy-five per cent of the Executive is received shall be deemed to be carried, and shall be as binding upon the Association as if carried in a regularly called meeting of the Executive. Such vote shall be conducted under the supervision of the President - who shall have power to stipulate reasonable rules and regulations for conducting such vote - and the President's certificate as to the result of such vote shall govern and shall be circulated forthwith to the Executive."

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The President suggested that he would strike a Resolutions Committee later and suggested that in the meantime any delegate was free to hand in resolutions to be introduced into the meeting and discussed at the evening session. On motion of Messrs. A. J. Hansen and R. V. Real this was approved.

ADDRESS - J. M. STEVENSON, K. C., PRESIDENT

The meeting then adjourned for lunch. In the course of this meeting the President, Mr. J. M. Stevenson, K. C., presented his Annual Report, and it was recommended that his address be published verbatim as follows:

After certain introductory remarks, Mr. Stevenson stated that, "While largely through Western influence the Hudson Bay Railway was built heading for Nelson as the Port prior to 1924, yet the project had reached a standstill, and it was only after the formation of the Association, and through it, that effective pressure was exerted to have the road-bed rehabilitated and a proper survey made, resulting in Churchill being chosen in preference to Nelson in 1927. The rails reached Churchill in March 1929 - the terminal and grain elevator were completed in September 1931 and, since then, (excepting for 1940) some traffic has moved both in and out through Churchill."

Mr. Stevenson then continued: - "I pause to pay tribute to the hard and effective work done by earlier Executives, such as the Honourable J. R. Wilson of Saskatoon, Chas. F. Gray of Winnipeg, Brigadier General R. M. Patterson, Winnipeg, Colonel R. H. Webb also of Winnipeg and my immediate predecessor, Colonel F. J. James of Regina. Let me also pause to emphasize certain basic facts that these gentlemen also have long ago propounded.

What are the geographic facts that make Churchill so promising? They are: That when you stand on the shores of Churchill harbour you are only 2926 miles from Liverpool - whereas at Montreal you are distant from Liverpool 3007 miles - and Churchill is roughly 1000 miles closer than is Montreal to, say, Saskatoon as an approximate centre of Western Canada's grain fields. It is true Montreal is considerably east of Churchill, but it is also much south and you know the meridians of longitude converge toward the north so that the distance around the earth along the 60th parallel of latitude where Churchill is located is much shorter

than, say, at the equator, - and this geometrical fact plus the circuituous route down the St. Lawrence accounts for said equality of distance from Liverpool of both Canadian ports.

Now as to Western Canada's right, if any, to advocate a fair use of this route - please note that when the provinces of Alberta and Saskatchewan were formed in 1905 under a bargain wherein the Dominion Government retained the Crown Lands, it was part of the bargain made by the then Minister of Interior, the Honourable Frank Oliver, that there should be set aside from said lands and sold sufficient to complete the Hudson's Bay Railway from The Pas to the Bay, - a charter for construction to The Pas already being held by Mackenzie & Mann. In the Hansard Debates in 1908 one member refers to this statutory provision as being in the nature of a mortgage upon all the undisposed of lands in the northwest for the purpose of obtaining the construction of the railroad to the Bay. I believe I am reasonably correct in stating that the sales of these lands have furnished approximately fifty millions of dollars, which is practically the whole of the total cost, but I do know that according to the House of Commons Report for April, 1926, the total sales then were reported as amounting to over forty-two millions of dollars. Western lands have therefore paid for the railroad and Eastern Canada should be chary of criticizing the expenditure.

One favorite criticism of the Port development is that this port has no hinterland and that for a distance of 250 miles in any direction from Churchill nothing but barren lands and muskeg can be found. This is undoubtedly true, but a fair answer to same is to ask the critic to extend the radius of his circle to 1200 miles and you then find that in that area you have included not only Manitoba and Saskatchewan, but all of North Dakota, South Dakota, Minnesota and Wisconsin, together with practically all of Montana and a great part of Wyoming, Nebraska and Iowa; thus Butte in Montana is 150 miles nearer to Churchill than it is to Chicago, and should a line of railway be built across Northern Canada the rich Peace River country will be nearer to European markets than western Ontario now is. Moreover, should such a railway be built, an all-imperial route from Great Britain to the Orient is immediately established which is several thousand miles shorter than the present routes via the Panama Canal or via San Francisco.

A further favorite criticism is that if wheat is stored extensively at Churchill it will become a frozen asset, - not because of the climate but because of the fact that shipment outward is possible only for, say, four months in the year, and much is made of the fact that the present elevator at Churchill makes provision for only 300 bins whereas in order to handle the great variety of grades and sub-grades many hundreds of bins would be required. The answer to this criticism is that there is every year on the prairies an immense carry-over of the fall crop approximately forty millions of bushels at least, and while the Churchill Port can handle during, say, four months of navigation from August to November, a large quantity of the current crop, yet the storage of the surplus that might be destined for the Churchill route the next year need not necessarily take place at Churchill; in fact I suggest that Saskatoon is the logical place for such storage, having in mind the large interior storage elevator at Saskatoon. Storage of wheat costs roughly a cent a bushel per month and can take place here even much better than elsewhere for the simple reason that Saskatoon is virtually equidistant from Fort William, Churchill and Vancouver, and if the exigencies of the trade were such that it would not appear to be good business to carry the grain over until the Churchill route is open in the following year, then the grain can be shipped from here to either of these other outlets and advantage be taken of any current better price for immediate delivery.

It may be interesting for me to quote to you the language used by Mr. W. F. Luxton, Editor of the Manitoba Free Press, on May 6th, 1886, when this dream first came into mind. Here it is:-

"This project is the bright hope of the Canadian Northwest. Compared with it, many other most important things are insignificant. It is nature coming to disperse the barriers which she herself has raised. Our natural disadvantage is that our land is too remote from the sea coast and the markets of the old world; our wonderful natural advantages is that in Hudson Bay we have a sea coast near at hand, and via Hudson Bay we have a shorter route to the old world than that of our neighbors in the East. While nature has placed us far inland, in the very centre in fact of the the broadest portion of the continent, she has placed near at hand the great inland sea that will solve the difficulties of our position. Our lands are the most fertile in the world, and the opening of the Hudson Bay route must instantly bring us as near to

European markets as are the provinces in the east or the states to the south and east. The prospect is magnificent; no more exciting offer was ever held out to any people than that which is now extended to us by the Hudson Bay Railway and the great natural privileges with which it is to connect us. Let us see to it that no man dares to oppose this great country in this its great desire."

Let me also quote from an address delivered by the Honourable James G. Gardiner on October 27th, 1926:-

"The problem of transportation is the great problem of Western Canada. Its importance to us in Saskatchewan arises out of the fact that we are producing, with a population of less than one million people, sufficient food to feed thirty million and that the market for that food is five thousand miles away, by the present route. Its importance is increased by the further fact that practically everything we wear and use in the production of agricultural wealth is brought to us from Eastern Canada or the United States by rail or by rail and water. Our cost of production and marketing, both of which come out of the market price of our produce, is controlled as much by the cost of transportation as by any one other item."

As matters stand today, Canada has in the Railway and the Port an asset costing say \$53,000,000, which, at least we on the Prairies believe, has immense possibilities of improving our economic position. We, through this Association, have heretofore endeavored to encourage commerce by this route - with only fair success - but this fine meeting today is evidence that we have not lost heart, and that we intend to continue the struggle. Surely, indeed, we have a substantial right that the route be given every encouragement, if merely on the fundamental ground that the Prairies bought and paid for the facilities. If the over \$6,000,000 wasted on the Nelson aspect be deducted, the route today, as owned by the Dominion government, cost say \$47,000,000. But in 1908, Prairie lands were definitely set aside and ear-marked to provide money for the Hudson Bay Railway, and such lands were sold in the form of purchased homesteads and pre-emptions, resulting in some \$42,000,000, of which \$22,000,000 was received in cash. This area, therefore, can reasonably assert that it has paid almost the entire cost, and surely this constitutes a substantial reason why we may justifiably demand that the investment be not allowed to lapse. Happily there is evidence that the West is determined to insist that no such calamity occurs, for public bodies and public men (in part, through the influence of this Association) have recently put themselves on record in the matter.

The government of Saskatchewan has endeavored to encourage traffic through the work of its Supervisor of Rail and Ocean Traffic, Mr. Colin K. Murchison, and also through its Commercial Representative in England, Mr. Waldron. Mr. Waldron wrote our Executive Vice-President, Mr. C. C. Cook, under date of May 20th, stating, "The Ministry of Shipping and the Ministry of Food have been advised with respect to time and money which may be saved in shipping from Churchill. Provided that nothing else will cause action, latter circumstances alone may be the means of bringing Churchill into the scene. It is scarcely to be credited that this war will pass without the Port being made use of in some way." As further evidence of its determination to assist the project, the Saskatchewan Legislature on March 7th, 1940, unanimously passed a resolution moved by J. L. Phelps, Esq., M. L. A., in the following language: "That this Assembly is of the opinion that a conference of representatives of the Governments of the Provinces of Alberta, Manitoba and Saskatchewan should be called to discuss ways and means whereby the shipping and trade through the Port of Churchill may be increased."

Also, the Legislature of the province of Manitoba, on April 15th, 1940, passed a resolution in the following wording, "Resolved that this Legislature believes that a conference of representatives of the Province of Alberta, Saskatchewan and Manitoba should be held in the near future to discuss ways and means whereby both incoming and outgoing trade through the Port of Churchill may be increased for the benefit of Western Canada as a whole." So far as I am aware no arrangements for the inter-provincial conference, to deal with the Churchill problem, has yet been made, and so far as I know, the Legislature of Alberta has not put itself on record in regard to such a conference. I may state here, incidentally, however, that invitations were extended by me to the Premiers of the three Prairie provinces to be represented at this meeting. Saskatchewan is the only one of the three provinces that has responded by sending a Cabinet Minister or other representative.

My observation and perusal of former records convinces me that, while Western and Northern Manitoba is vitally interested in developing Churchill,

yet there exists in Eastern Manitoba, including Winnipeg, a spirit of at least indifference, even although the Port is situated in Manitoba. Such indifference is due, in my belief, to the fact that rail haul costs, Churchill to Winnipeg, by the roundabout way via The Pas, are considerably more than from Churchill direct to Regina, Saskatoon, Yorkton, Prince Albert, Melfort and other Saskatchewan distributing points, so that Winnipeg, with the present railroad freight rate set-up, sees no advantage of importing through Churchill. Nevertheless, I think it desirable to continue to include Manitoba representatives in our Officers, as some of the finest work ever done for the Association was completed by a group of Winnipeg enthusiasts, some of whose names I have already mentioned, and I feel that we can still count on a strong measure of support from Manitoba. So far as Alberta is concerned, I can see in the records no evidence that Alberta representatives ever took any active part in the Association, and in a general way, Alberta is more interested in shipments through the Port of Vancouver than via Churchill - and Alberta may quite honestly look askance at any thought of importing Welsh or Maritime Provinces coal via Churchill.

As further evidence of renewed and continued interest in Churchill, I draw your attention to the fact that at the Sixth National Convention of the Co-operative Commonwealth Federation, held in Winnipeg, October 30th, 1940, a resolution was passed urging that the three Prairie Provinces, jointly, be empowered to select a Harbour Board to control the Port of Churchill, and the following are excerpts from the press report of the discussion:-

"It said that the "report of the Board of Grain Commissioners for the year 1938 showed a net profit in transportation of wheat to Europe through the Port of Churchill as compared with the route by Montreal, of six cents per bushel".

Marine insurance charges, said the motion, including the insurance on the vessel which carries the grain as well as the insurance on the grain carried as cargo, averages less than two cents per bushel in excess of similar insurance charges for grain shipped from Montreal.

The resolution said that the storage rate on wheat in the Government elevator at Churchill is only "one cent per bushel as from October 8 to August 31 (10 months) while the rates at Fort William, Port Arthur, Buffalo or any other Eastern port are one cent per month per bushel".

"The equipment at Churchill, if properly manned and operated efficiently, can handle at least 50,000,000 bushels in one season, that is, on a 24-hour operation, three crews, eight hours each".

"The three Prairie Provinces have paid for the construction of the Hudson Bay Railway and all shipping facilities at Churchill including the grain elevator".

Because of these reasons, the approved motion said, it was asked that "all of these properties be immediately turned over to the Provinces of Manitoba, Saskatchewan and Alberta, jointly, and these Provinces be empowered to select a Harbor Board to control the Port of Churchill...to establish facilities and a system of handling all shipping in and out of Churchill especially the handling of all grain and livestock."

Another manifestation of interest in this Port comes recently from the St. Lawrence route itself, in the form of a statement by John R. MacNicol, M.P., to the press and his speech in Parliament a few days ago, in which he protested the proposed diversion of certain waters flowing into Hudson Bay to the St. Lawrence Valley route, and claimed that such diversion would adversely affect the Port of Churchill, basing his statement, as I understand, largely upon the opinion expressed by that veteran Northern navigator, Captain Bernier. Mr. MacNicol called upon me when he was recently in the West, and I gave him the Western viewpoint, with which he seemed impressed. Somehow I feel that if this matter is debated in Parliament, Mr. MacNicol will be friendly toward our objectives.

Early this summer it was suggested possibly that no traffic would flow through Churchill, and to show how quickly the Western public reacted to such suggestion, I quote from a Star-Phoenix editorial of May 3rd, 1940.

"The "well-informed" persons at Ottawa, mentioned in a recent dispatch, who do not expect any wheat to move through Hudson Bay this year

and who fear the Bay route will be dealt a heavy blow by the war, may be right. It is indeed possible those who are advantaged by the use of the long, costly, slow and hazardous route by the St. Lawrence will prevail and that the welfare of Canada and the Empire in this war will be sacrificed to their advantage. But it is difficult to believe. The West will not believe it until it takes place.

It has been done before. In the war 25 years ago, welfare of Canada and Empire did not count for enough to seek the use of Hudson Bay until well through the conflict when the outlook was very black indeed. When that desperate condition arrived, when transport ships were being sunk by the score off Canada's Atlantic coast and within sight of that coast, haste was made to get the Bay route for use. Probably the "well-informed" persons at Ottawa recognize that the same desperate condition may have to come again before use is made of a shipping route that can be used 12 months of the year in safety and permits enemy craft little opportunity to attack.

It is unnecessary to go over the whole case for the Hudson Bay route again. It has been done hundreds of times and the argument is beyond refutation.

But a recent publication by an American writer approaches the question of Hudson Bay from another angle. H. Dyson Carter in his new volume, "The Sea of Destiny" discusses it from a continental point of view and from the point of view of the defence of North America. It is a thorough study covering the history of the Bay, how the destiny of this continent has been decided therin three times already, how it has been navigated at all times of the year for 300 years, how it has been fought over and why the legend of the unnavigability of the route was built in its early days and maintained across the centuries to serve those who gain from the development of the Atlantic seaboard area and the maintenance of its supremacy.

Mr. Carter's book is well worth reading, for by its dramatization of history and politics, in a case where vigorous dramatization is badly needed, it presents a sweeping picture of the problem and the struggle.

The basis of the belief of the "well-informed" persons at Ottawa seems to be "it would not be feasible to provide a convoy into Hudson Strait". Why is it not feasible? British warships have sailed into Hudson Bay long before this. Even the old windjammer naval craft used to make the trip. And some three years ago a British naval vessel charted the bay itself. Convoys would have to accompany ships only as far as the entrance to Hudson Straits, a distance far shorter than to the entrance of the St. Lawrence."

Surely with such expressions of opinion and interest from public men, public bodies and newspapers, we may feel amply justified in having called this meeting, and in carrying on our Organization more aggressively than ever.

Naturally, on an occasion of this kind, the out-going Executive should give some account of its year's work, and this I will do in brief form.

I have been a member of the Association and one of the Directors thereof for many years, and it has been my observation that, while Councillors (more properly called Directors) have been appointed from wide-spread areas, yet, as a matter of fact, meetings of the whole group of Directors were seldom, if ever, held, and the activity of the Association was left to the President, Executive Vice-President and Secretary, with the assistance of local Councillors in the cities where these Officers resided. Further, I became convinced that unless the Association could extend its activity and make its influence felt to a greater degree, then the cause would suffer, for it is to me continuously apparent that any enthusiasm and backing for this Port must come from the Prairies, particularly from Manitoba and Saskatchewan, and that while the Port is managed under the Board of Harbor Commissioners, yet such Board, I believe, very probably has no duty to fight for this particular Port because it also governs Vancouver and other shipping centres.

With the thought in mind of extending the activities of the Association, I placed before the Saskatoon and Regina groups initially, and later before all the Councillors by mail, a proposal that there be set up a series of Urban Branches, and, as you know from our morning meeting, the Constitution of the Association was amended to permit the formation of such Branches. The

details of how the Branches should be organized was left, under the amendment, to be worked out by the individual communities, and I am happy to say that definite action in the forming of Branches was taken by Regina, Saskatoon, Prince Albert, Melfort, North Battleford, Moose Jaw and The Pas. So far as Winnipeg, Dauphin and Yorkton are concerned, no specific action has yet been taken. It is my thought that these local Branches can work up more real membership and bring more real pressure to bear upon public bodies through local Parliamentarians than has heretofore been possible through the head-quarters Organization functioning, as above stated, only once a year.

As you know we, this morning, passed a further amendment to the Constitution to apply the same principle of Branch Organizations to other areas, including towns, villages and rural municipalities, and it is my hope that many of such Branches will be formed, particularly in the centre and north of the province.

Even in my year in office, I have had plenty of evidence that there are groups of farmers and small Boards of Trade that are only too anxious to get organized and support the movement, and I have had enquiries from many places, including Wilkie and Viscount. I have become convinced that until actual grain and stock growers, personally, take an interest in forcing this Churchill issue, progress therein is bound to be retarded. The benefits of Churchill will come initially to the farmers and only secondarily to the group of individuals who have been heretofore active in carrying on our Association, and I somehow further feel that our politicians of all parties will feel it their duty to extend their present efforts on our project once they realize that the real producers of our Prairie wealth are demanding the use of this Port.

While it is one of the basic provisions in the Association's Constitution that it shall be non-political in its make-up, yet so far as I can see, there is no reason why the assistance of all political parties should not be sought, and from what I have heretofore stated, it is obvious that political parties generally on the Prairies are definitely committed to help, and we at least have one backer from Eastern Canada in the person of Mr. MacNicol.

In February, 1940, the Regina Branch, under the leadership of Mr. C. C. Cook, hit upon the idea of endeavoring to place before all candidates for the Federal election the objectives of our Association, and a letter was mailed under my signature, (though the work was all done in Regina), asking all candidates to consider favorably the development of Churchill, and particularly to favor the setting up of some form of Western Management for the route, and a Brief on the subject generally was enclosed to each candidate. This communication, I feel sure, had a salutary affect, and at least it had an educational value. I wish, on behalf of the Association, to thank the Regina Branch for their energy in planning and carrying out this aspect, and generally for the work done in the Regina Branch in the matter of studying the possibilities of a separate Western Management.

Knowing that Parliament would assemble this Fall, I got in touch with C. A. Henderson, M. P., for Dodsland, and for years one of the Councillors of the Association, and I found Mr. Henderson just as enthusiastic as ever, even though he had achieved the distinction of a seat in Parliament. I had hoped he would be with us today, but the current session of Parliament is extending further than expected. However, Mr. Henderson wrote me a few days ago, promising a continuation of his active interest, and I feel sure that this session of Parliament will not pass without some debate on the Churchill situation.

From the above, I think you will agree with me that some definite progress in our Association's objectives has been achieved in 1940, viz., two Legislatures have committed themselves, one major political party has endorsed Western Management, Dominion Members have been effectively canvassed and the base of our Association has been definitely expanded.

I have heard various rumors as to whether or not Churchill had been used at all in 1940. It was known that some grain went to the Port, but no one seemed certain as to how much, if any, had moved out. Further, I had a communication from a Churchill enthusiast in the Old Country, who stated that he had heard on excellent authority that shipments of Welsh Anthracite Coal had gone to Churchill this year. To have authentic information to lay before you, I recently wrote the government at Ottawa, and had a reply from the Minister of Transport, showing the following facts, namely - that no mercantile ships used the Port of Churchill in 1940, no cargoes being carried either in or out. Also, that grain, not identified as to crop, was handled in the elevator as follows

in 1939 - Receipts, 2,043,665 Bushels Wheat; Shipments, 1,772,460 Bushels Wheat. Also, that in 1940, 122,786 Bushels of Wheat were placed in the elevator and none shipped out. Also, that in 1939, 448 tons of coal were imported, but that none were imported in 1940. The above figures might lead one to believe that there is space in the Churchill elevator for more grain, but I am informed, by one of the leading Transportation Officials in the West, that on November 30th, 1940, the Churchill elevator, which has a nominal capacity of 2,500,000 bushels, had therein 2,617,396 bushels, and this Official referred to 120 odd cars of wheat having been taken this fall to Churchill, thus in effect, flooding the capacity of the elevator. (Incidentally, the same Official told me that there was storage capacity at the Lake Head as at December 4th, 1940, for approximately 25,000,000 bushels, so that we may hope for further quotas in the matter of farm deliveries). While unnecessary so to do, I have nevertheless double checked the above statement with the local representative of the Board of Grain Commissioners, the Honourable R. S. Dundas, and find same correct. It has been suggested to me by someone who should know, but whose name I am not at liberty to divulge, that three-quarters of a million bushels of wheat could have been stored at the freight yards in Churchill this fall, and that the first year's storage thereon would easily have paid for the additional machinery necessary to load and unload such shed storage, which machinery would, of course, have been available for similar emergencies that might hereafter arise. Whether or not such shed storage is feasible, I, of course, do not know, but I feel this aspect might well be considered.

In conclusion, I have two principal recommendations to make, namely: Firstly, that the plan of extending the scope of our Organization by rural and other Branches be pushed energetically for the reasons already outlined, and that as a symbol of our intention in that regard, the principal Executive officer of the Association for 1941 be either a well-known farmer or at least someone from the North Eastern Saskatchewan area, or Eastern Manitoba area, who is much more in contact with our farmer business men than any one in the larger centres can be; Secondly, I suggest that the scheme of working out some plan of Western Management of Churchill be developed and energetically followed up. With all due respect to other Branches, I think this aspect should be allotted for consideration to the Regina Branch, which has already made such a fine start thereon.

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#### Afternoon Session

The meeting was called to order at 2 p.m.. President Stevenson opened the meeting and introduced the speakers in the following order:

1. The Honourable James R. Wilson, first President, the main speaker for the afternoon Session, addressed the meeting re "The Genesis of the Association".
2. Mr. G. A. Hurst, Secretary of the Regina Branch of the Association, "Why the West Should Manage the Port of Churchill".
3. Mr. C. W. King, Manager of the Wheat Pool, Saskatoon.
4. G. R. Bickerton, President, United Farmers of Canada, Saskatchewan Branch.
5. J. L. Phelps, M. L. A., Saltcoats, "Central Saskatchewan's Viewpoint".
6. J. A. Campbell, K. C., report for The Pas Branch.
7. Mr. Frank Wright, Commissioner of North Battleford Board of Trade, reported for the North Battleford Branch of the Association.
8. S. N. MacEachern, Mayor-Elect, gave a short address.

#### Dinner and Evening Session

The Saskatoon Board of Trade tendered a dinner to all the delegates and visitors attending the convention at 6.30 p.m., President J. B. Millar presiding, and at 8 p.m., turned over the gavel of authority to the President of the Association, Mr. Stevenson, who carried on the business as follows:

Mr. H. S. Potter of Melfort moved a very sincere vote of thanks to the Saskatoon Board of Trade for the entertainment provided. This was seconded by Sheriff A. J. Hansen, who also brought greetings from the Prince Albert Board.

Professor J. W. G. MacEwan gave a very interesting address on his return trip to Canada from overseas through the Hudson Bay, stating that he was not only the first passenger, but in order to make the trip had to become a sailor.

J. A. Campbell of The Pas, extended an enthusiastic invitation to the members of the Association to hold their next Annual meeting at The Pas, and brought greetings from The Pas Board of Trade.

#### Resolutions

On motion of Messrs. John Evans and Ove. Hansen of Wilkie, it was agreed that this organization invite all members of the political parties to promote the use of the Hudson Bay Route, by impressing on them the advantages of the Route and asking them to be unanimous in bringing the views of this Association before the House in an endeavor to put our wishes into practice.

--Carried--

The following resolution was proposed by Mr. T. Johnston and seconded by Mr. Finlayson:

WHEREAS the people of Western Canada have made a substantial investment in the Hudson Bay Railway and,  
WHEREAS under the present freight rate structure most of the people living adjacent to the C. P. R. stations are deprived of the use of this Route, due to excessive freight rates,  
THEREFORE BE IT RESOLVED that the Association endeavor to bring pressure to bear upon the proper authorities to secure a joint through tariff to apply on all shipments of grain from all points on a mileage basis, and that the said rate be on the same basis as the prevailing export tariff to Fort William.

--Carried--

The following resolution was proposed by Mr. Ove. Hansen and seconded by Mr. J. L. Phelps, M. L. A.:

WHEREAS the present management of Port Churchill is under the control of the National Harbours Board and,  
WHEREAS the Board is solely an administrative body and, as a result, is not interested in development of port facilities or of increasing trade over this route,  
THEREFORE BE IT RESOLVED that the Association assume as part of its program for the coming year the institution of a Board of Western Management, with farmer representation, for the purpose of increasing trade through this port and to promote the maximum use of the facilities already available there.

--Carried--

It was agreed that the Regina Branch should take a lead in this matter.

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On motion of Messrs. Frank Wright and W. T. White, a sincere vote of thanks was extended to the Press for its co-operation, and on motion of Messrs. J. L. Phelps, M. L. A., and C. C. Cook, the thanks of the Association was extended to the Bessborough Hotel for the accommodation provided.

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#### Election of Officers

As a result of the Nominating Committee's recommendations and some elections, the following Officers were elected for 1941:

Patrons Hon. Charles A. Dunning, Hon. James G. Gardiner, Hon. John Bracken, Hon. W. J. Patterson, Hon. T. A. Crerar, Hon. A. T. Procter, K. C., and Hon. Erick Willis.

Hon. President - Lt. Col. F. J. James, Regina, Sask.

President H. S. Potter, Melfort, Sask.

Executive Charles C. Cook, Regina, Sask.

Vice-President

J. L. Phelps M.L.A. - Wilkie

Vice-President C. M. Simpson, Winnipeg, Manitoba.

Secretary S. W. Johns, Saskatoon, Sask.

Councillors

Winnipeg

*6th Simpson*

- Lt.-Col. R. H. Webb, Lt.-Col. L. D. M. Baxter, E. C. Ransby, H. L. Layet, Duncan Cameron, Hon. D. G. McKenzie, Charles F. Gray, E. C. Gilliat and Miss Elsie A. Ward.
- W. M. Van Valkenburg, George H. Smith, G. F. Edwards, Col. A. C. Garner, G. J. Watson, J. H. Wesson, J. J. McGurran, and W. C. Mills. *GM Henderson, Alex Aiken*
- J. M. Stevenson, K. C., J. H. Holmes, J. S. Woodward, R. M. Pinder, M. L. A., A. M. Duncan, John Evans, Hon. J. R. Wilson, G. R. Bickerton and A. W. Heise. *GA Hurst*
- George D. Mackie, H. F. Berry and C. V. Anderson. *Ma*

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Regina

- W. M. Van Valkenburg, George H. Smith, G. F. Edwards, Col. A. C. Garner, G. J. Watson, J. H. Wesson, J. J. McGurran, and W. C. Mills. *GM Henderson, Alex Aiken*
- J. M. Stevenson, K. C., J. H. Holmes, J. S. Woodward, R. M. Pinder, M. L. A., A. M. Duncan, John Evans, Hon. J. R. Wilson, G. R. Bickerton and A. W. Heise. *GA Hurst*

*n & Scott P. Shannon*

Saskatoon

- J. M. Stevenson, K. C., J. H. Holmes, J. S. Woodward, R. M. Pinder, M. L. A., A. M. Duncan, John Evans, Hon. J. R. Wilson, G. R. Bickerton and A. W. Heise. *GA Hurst*

*n & Scott P. Shannon*

Moose Jaw

- George D. Mackie, H. F. Berry and C. V. Anderson. *Ma*

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Prince Albert

- P. W. Mahon, H. J. Fraser and A. J. Hansen.

Yorkton

- A. C. Stewart, K. C., and V. R. Smith. *J. R. Ball*

North Battleford

- Frank Wright, C. R. MacIntosh and C. G. Peters. *J. Adams J. Abbott*

Melville

- E. W. Gerrard and L. P. McKim. *Harold Nakay J. G. Peters*

A. E. McKenzie of Brandon, W. J. Ward, M. P., of Dauphin, C. A. Henderson, M. P., of Dodsland, J. A. Campbell of The Pas, Tom Johnson, M. L. A., of Govan and J. L. Phelps, M. L. A., of Saltcoats. *J. G. Mitchell*

Dauphin

Dodsland

The Pas

Govan

J. L. Phelps

*J. G. Mitchell J. G. Hansen J. G. Gall*

*Leslie - Alice A. Stow M.P.A.*

Place of Next Annual Meeting

It was moved by Messrs. J. A. Campbell and Frank Wright that the place of the next Annual Meeting be left in the hands of the Executive.

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The Honourable A. T. Procter, K. C., Minister of Highways and Transportation gave an address on "Western Agencies Should Prove Bay Route Economical".

Mr. Procter referred to the fact that the Saskatchewan government had accomplished a great deal in its struggle to get the route in operation; but governments could not force Western Business to use it. He urged the co-operation of every Western agency to demonstrate the fact that the Churchill route was the shortest and most economic route for the shipment of the West's greatest product - Wheat. He referred to the wide support that the organization had received, and hoped for a bonded warehouse at Churchill, and pleaded for the co-operation of organizations and individuals to do something for themselves in this matter, stating that the government was in sympathy with the "On-to-the-Bay" Association, ready and willing to assist in its work.

The meeting then adjourned.

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"THE SILENT SISTER", by W. Waldron, O.B.E.

"The Silent Sister", by W. Waldron, O.B.E., is added to the minutes of the Annual Meeting on the recommendation of the President.

"When one comes to think of it, it is rather astonishing to realize how small is the extent to which concrete thought has been given to the matter of ships and shipping by the farm organizations of the prairie provinces. These organizations represent farmers living so far inland that the subject never appears to have been taken hold of and discussed and understood as it should have been. And yet, where would the farmers, particularly of Saskatchewan and Manitoba be today if it were not for the ships that carry their products overseas?

And now those same ships and their cargoes are faced with a menace from air and sea probably unparalleled in history, because Hitler-if he can-intends to sink as many cargo boats approaching these shores as possible and

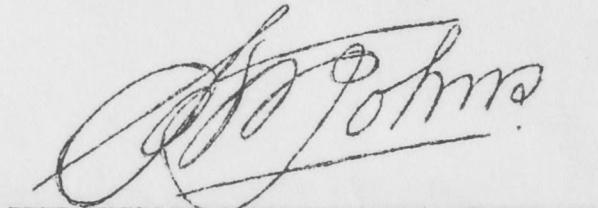
and especially the products from Canada, munitions and food. Lord Beaverbrook tells Canada to buy ships from anywhere and to keep them crossing and recrossing the Atlantic. He is the Minister of Aircraft Production; other figures notable in the world of shipping such as Lord Essendon, say that ships must waste no time in ports and that they must be loaded and unloaded as speedily as possible. This spring and summer the number of arrivals and departures of boats at ports in Eastern Canada will be of a nature the like of which has never been seen before and congestion will be acute, and yet congestion is something which must be avoided at all costs. Every hour a boat is held up needlessly means time lost which can never be regained in this war. Every yard alongside a dock, every crane and every donkey-engine driving them will have to be used both night and day. At Canadian ports there is no "black-out" to hinder, no bombs to avoid and considerably more time can be saved at the Canadian end of our shipping than is possible on this side. Facilities for repairs at that end should be amplified. The question is permissible, "Is every possible move being made in Canada to save this valuable time and to conform to Mr. Ernest Havin's command, "Man the Shipyards"?"

Something Extraordinary

It is difficult to believe, but on Hudson Bay there lies a port unused - a silent sister - looking on reproachfully and uncomprehendingly while her sisters to the east and south of her have more than they can handle. She has sent out messages time and again - May I help? - but she is ignored and regarded with indifference - this port which belongs to Canada's middle-west. Perhaps the hour is swiftly approaching when this silent sister will be called upon to help. When, the east, on rail and at port, congestion becomes confusion, then the call will go out to Churchill and she will gladly give of her best. X The end of June, July, August and September will be months filled with destiny for the people of Canada and the Empire, and if Churchill is to play its part in Canada's story of the war, preparations should be put in hand forthwith in order that she may be in readiness. When Britain's Prime Minister said not a day or an hour must be lost in our war effort, the whole force of his personality was behind those words.

W. Waldron, O.B.E.,  
Braunton,  
N. Devon.

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A handwritten signature in cursive ink, appearing to read "S. W. Johns". The signature is fluid and written over a single horizontal line.

S. W. Johns,  
Secretary.



